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OMAHA PUBLISHING CO., Prop'rs E. ROSEWATER, Editor.

John H. Pierce is in Charge of the Circulation of THE DAILY BEE.

NEW YORK butchers to the number of 400 are on a strike.

OMAHA is bound to become a great city, but it will be by the earnest and energetic work of her citizens and not by newspaper gas and wind.

SECRETARY BLAINE now carries a stout walking stick. Tramps of the Giteau stamp will take notice and govern themselves accordingly.

THERE is lots of room for improvement in Omaha. Boston for instance, owes forty-one millions, while Omaha has as yet borrowed less than half a million.

TIBBLES is receiving the compliments of such journals as know him best, over his recent marriage. The general opinion is that it was a marriage out of mode.

The city council of Davenport is a very punctilious body. They have removed the city marshal of Davenport because he neglected to enforce the dog ordinance.

CHICAGO grain speculators are happy over the prospect of a tight squeeze in wheat. The general opinion is that there will be a decided crowd upwards for the next few weeks.

THE Milwaukee Sentinel says that the straightest sect of Wisconsin temperance people keep themselves in the shade this summer. That's what the matter with Kansas, too.

FALLS CITY is rejoicing over the prospect of a competing line of railroad. The sensible citizens of Falls do not believe that consolidation assists shippers to lower rates.

KANSAS CITY claims that it is easier to obtain a divorce there than in any city in the Union. This important statement is respectfully referred to Nebraska's discontented woman suffragists.

WALL street stock gamblers are complaining that bogus reports of the president's condition are used to influence stocks. The consciences of Wall street brokers are very tender when their ox is gored.

THE average of railroad capitalization is \$60,000 per mile. The average value of the roads per mile is \$18,000 per mile. The difference represents the amount out of which the public are swindled to pay dividends.

The genius who presides over the Inter-Ocean washstand in the Council Bluffs Nonpareil office is evidently playing it fine for a sinecure in Union Pacific headquarters or a position in Gould's advertising bureau. A few days ago he regaled the country with the detailed plans of Jay Gould's projected railway anaconda, which was to gird the continent in bands of steel. Now he claims to have discovered the true inwardness of Gould's scheme with the Western Union Telegraph lines. According to this self-appointed keeper of Jay Gould's conscience the prime object of gobbling the Western Union was to give the country cheap telegraphing—so cheap that it will shortly be cheaper to forward a telegram than it now costs to mail a letter. The I.-O. man had better soak his head in that washstand. If Jay Gould was as intent on cheapening telegraphy as he is to earn a big dividend on his telegraph stock he would never have consolidated his American Union lines with the Western Union Telegraph. He could have duplicated the entire Western Union system of wires for less than twenty millions, but by consolidating he guaranteed dividends on nearly forty millions of water that had been injected into Western Union from time to time.

We should be pleased to have the I. O. washstand man enlighten us by what method of reasoning he reaches the conclusion that it is necessary to pay eight per cent. dividend on one hundred millions in order to cheapen telegraphy, when every telegraph line in this country could be duplicated for less than a quarter of that enormous sum.

CIVIL SERVICE REFORM.

SENATOR DAWES, of Massachusetts, has joined the army of civil reformers and comes forward in two letters to the Springfield Republican with his views on the great and important question of reforming the civil service. Mr. DAWES has been for over twenty years a member of congress. He entered that body before Mr. BLAINE. During his long congressional career he has never made a speech in favor of civil service reform. It took the pistol shot of a murderous assassin to bring Mr. DAWES to a realizing sense of the great importance of a reform which he had heard discussed for years and upon which he had never ventured an opinion. Senator Dawes asserts that neither the Pendleton bill nor the Eaton commission attempts to cope with the whole evil, and proceeds to speak of the relief of the president, which, he says, is "an essential part of the work before us." The chief executive, he says, being killed by the exercise of the appointing power, and by its attendant perplexities. This work must be taken out of his hands, and turned over to others.

He thinks it would be well for the president actually, as well as in theory, to break up the work of his administration into seven parts, and freeing himself of everything except control, hold each cabinet officer personally responsible to him for the performance of the work in the part assigned to him, making the tenure depend upon a result brought up to the standard fixed by the president himself.

This is probably as impracticable a scheme for reforming the civil service as any which has yet been proposed. It fails to remove the greatest obstacles encountered in administering the public service, and in addition takes away from the president his personal control and responsibility for his whole administration.

There are two great objections to such plans for reforming the civil service as are advocated by Mr. Dawes and Carl Schurz. The big fight for spoils is not over the little offices which the civil service reformers would delegate to the heads of departments under an elaborate system of rules and examinations. It is over the large offices, the cabinet positions, the collectorships, the foreign missions and consulates, the large post-offices, which themselves have a large number of employes under them that the most bitter battle is fought. How are the rules of civil reform to be applied to these officials so as to assure us competent and reliable men in the larger offices. Are our customs and revenue collectors, territorial governors and judges, marshals, district attorneys and postmasters of the great cities to be subjected to the same tests that department clerks are subjected to? If so, who are to be the examiners? There are seven departments represented in the cabinet, two of which represent the army and navy. Will the president, who by the constitution is the commander-in-chief of the army and navy abdicate his power to the heads of these two departments. Suppose Giteau had been an ex-applicant for a position in the army or navy, would Mr. Dawes have been in favor of army and navy reform? And yet it is a very common thing for men to appeal for appointment and promotion in the army and navy.

Another obstacle to the kind of civil service reform which Mr. Dawes and others desire to inaugurate is the tenure during good behavior. In a free country where every citizen has a right to aspire to positions of honor and trust, it would be unwise and unjust to establish a caste of office holders tenure during good behavior means life tenure and life tenure means the creation of bureaucracy which is the germ of aristocracy. Suppose the men who now hold all the lucrative federal offices in the country were honest, competent and faithful, they would under the proposed civil service reform continue in their offices during the balance of their lives unless promoted to some other office. The average office holder is robust, and the chance of their dying from overwork is very slim. To confer office upon all men employed in the civil service for life would bar out ambition and beget an unrepentant system of government. Mr. Schurz, who has had ample opportunity to experiment on civil service reform, lays great stress upon the theory that congressmen and senators should not interfere in appointments. But Mr. Schurz ought to have taken his own medicine when he was the doctor. When he was Secretary of the Interior he always required endorsements of senators and congressmen for every important office in his department. He put his clerks to the trouble of competitive examinations, but he appointed men as surveyors general who didn't know an engineer's transit from an six-inch equatorial telescope, and he appointed men as receivers and registers of land offices who were utterly unfit for such positions, both as regards business ability and moral character. Worse than all, he kept men in office when it was a notorious fact that they were dishonest and incompetent, be-

cause they were backed by congressmen and senators whom he desired to please. Now, we have advocated civil service reform for many years but we want to see it applied where it will have a practical effect without antagonizing our republican form of government. There can be and will be no objection to competitive examination and promotions according to merit and length of service for clerks in the departments and we should even be willing to concede that those clerks hold their positions during good behaviors. We should favor and insist upon some standard of ability for the higher appointments such as representatives in the diplomatic service and in every branch that requires professional training. But all these higher offices must necessarily have a limited tenure. Four years may be too short a term, but three times four years might be fixed as a limit. In a government like ours we must trust largely to the good judgment of the president for the choice to the very highest positions within the gift of the nation. If a president can be trusted with the appointment of a chief justice of the supreme court, a general commanding our armies or an admiral commanding our navies, he certainly can be trusted with the appointment of collectors, marshals, district-attorneys and postmasters. If in any instance he has made a grave blunder, the senate is authorized to review this act and reject his nomination. With such safeguards thrown around the civil service the country is in no imminent danger of being wrecked. The great trouble about our civil service appointments is not with the president or heads of departments who cannot know each officer they appoint, but with congressmen and senators upon whose recommendations they rely for the most part. What the country really needs is a congressional service reform rather than a civil service reform, a higher grade of congressmen and senators who will recommend none but men of the most undoubted honesty and known ability. This is what the people demand and where they must look for the remedy.

If Mr. Dawes will endorse only honest and faithful men for appointments in Massachusetts there will be genuine civil service reform in his state, and if the senators and congressmen of other states really desire to improve the public service they can readily do so.

THE LINCOLN Democrat pertinently asks: "What is the difference between robbing a train at the risk of one's life and robbing the people through bribing a legislator?" In the one case the penitentiary; in the other a raise of salary.

STATE NOTINGS.

Cattle on Wood river look well. Blair is to have a military company. Dorchester is to have a cornet band. North Platte has a post of the G. A. R. O'Neill will soon boast of a grain elevator. Plets wants a business men's association. Franklin is to have a paper about August 1st. Ulysses is endeavoring to organize a post of G. A. R. I. W. Olive shipped 1,000 beehives one day last week. Tecumseh's new Baptist church was dedicated on Sunday. Spring Valley, Washington county, is to have a Methodist church. Butler county holds her seventh annual fair September 21, 22, and 23. Kearney is to suffer under a woman's suffrage convention in October. During June, one firm in Columbus shipped 29,805 bushels of butter. George Oakes, living in Lancaster county, was killed by his horses last week. St. Paul is excited over the elopement of Christopher Crow with his cousin. A new road is being surveyed from Geneva up the valley of the Skeelses. In some parts of the state harvest hands are getting from \$2.50 to \$3.00 a day. Nineteen hundred dollars was paid out to one man for hops Saturday at Hardy. The amount to be awarded to fast stock at the coming Saline county fair is \$4,600. The ladies of the Baptist church of Hastings are moving for a church building. Several of the old soldiers in the vicinity of Riverton have lately received pensions. West Point has a match factory capable of turning out 1,440,000 matches a day, that is 7,200 boxes. The price of putting up hay this year in Colfax county ranges from 79 cents to \$1.25. E. M. McWilliams, a sewing machine agent, was arrested last week in Nebraska City for embezzlement. Of the fourteen hundred people in Brownville at least two hundred and fifty attended the school of the week. Land sales are lively in Nemaha county, and prospects are fair for a very large increase of sales this fall. Schuyler at the present time contains five hundred and twenty-five inhabitants in a canvas structure. A saloon, livery barn, residence and harness shop were destroyed by fire at Table Rock last week. Loss \$25,000. The U. P. has offered to replace the Nebraska bridge for \$2,000 in cash. The citizens have accepted the proposition. The crops of Dawson county, heretofore considered by some people as a part of the desert, will be among the very best this year. Mrs. Ann Munev, of Columbus, was killed by a runaway team. The team became frightened at the violent barking of a worthless cur. The butter and cheese association of West Point has been awarded the contract for building the new high school. Contract price a little over \$10,000. Fifty-one houses have been built in Oakland since spring while a cheese factory, a new brick school and a half, and a new hotel will soon be erected. The Columbus Association of Congregational churches will meet at Norfolk, August 10th, to take action regarding the proposed Academy. The new M. E. church at St. Edward was dedicated last week. Four hundred and fifty dollars were raised, which liquidated the present indebtedness with some margin. Lind & Cooper, says a correspondent of the State Journal, offer to build a ten thousand dollar steam mill at Humboldt, if the people of that place will give a bonus of \$500. Track laying on the Fort Niobrara extension is going on at the rate of a mile and a half a day. The track is put down in good shape, and is left ready for business. O'Neill City is to be reached in a few days. It seems that O'Neill's wheat crop is going to be light again this season. Eight hundred acres of wheat, the best yield will not be up to the expectations of several weeks ago.—West Point Republican. A dastardly attempt was made last Friday night by some unknown person to enter the room of a lady stopping at the hotel, by means of a ladder up at the window. It frightened the occupant of the room nearly out of her wits, and it is a great pity that the guilty party is allowed to escape, for a man so low should meet a just punishment at the hands of any community.—Hardy Herald.

THE NEW SOUTH.

The tide of wealth which for years has been flowing to the west, seeking investment in railroad and industrial schemes seem suddenly to have turned its current toward the gulf. Capital which has so long shunned the South as a field of investment, now seems to be overflowing the whole section. New schemes are announced almost daily and willing investors are readily found to assist in pushing forward the development of the country. The unsettled condition of the south resulting from the civil war, the evils of slavery, the stolid indifference and exclusiveness of its people, and the greater inducements held out by the west as a field for investment are the principal causes which have heretofore kept capital out of the south. The west has reaped the benefit of southern misfortune and indifference, and has so long been steadily absorbing all the surplus capital within its reach that it has ceased to offer the same inducements to capital that it did five years ago. Awakening to a sense of their loss, the south has now thrown off her indifference and is inviting the approach of capital. The railroad system of the South is the first great interest to receive the attention of Northern and European capital. As a rule, the roads have been few, badly equipped and poorly managed. The value of railroads as wealth developers has never been fully appreciated by the Southern people, and now the north is teaching them a lesson. The New York Herald last week published a letter from Augusta, Ga., detailing some of the larger investments made in the South within the past eighteen months. It appears that in this brief period there has been subscribed for investment in that portion of the South east of the Mississippi and south of Richmond no less than \$100,000,000 of Northern and European capital. This has been chiefly for the purchase of railroad stocks, for the improvement of old roads, and for the construction of new ones. Part of it is represented in manufacturing and mining companies, organized for the south and miscellaneous schemes, such as the \$5,000,000 company, which has undertaken to drain the Florida everglades. The railroad investments are most important. There are seven syndicates in the field, which have taken in hand seven different railroad systems. The Cincinnati & Georgia contemplate a great cartwheel system, centering at Atlanta and radiating to all points of the compass. The Georgia Pacific has in hand a new line directly west from Atlanta to the Mississippi. The Norfolk and Western occupy the field in southern Virginia. The Erlander syndicate of Frankfurt capitalists have in view a number of lines,

IOWA BOILED DOWN.

Callippe hopes to have a creamery. Atlantic has a building association. Mason City and Clear Lake are connected by telephone. Harlan has let the contract for an \$18,000 school house. A cannery factory is about ready for business at Vinton. The Clinton street car track is to be extended to Riverside. The northern part of Pocahontas county is rapidly settling up. Capt. W. H. Ankeny of Clinton gets a back pension of \$4,000. Shenandoah is to have an opera house with a hall 50 by 80 feet. Cholera is very prevalent among the hogs in Dubuque county. A flowing well has been struck at Independence at a depth of 92 feet. The Ida county fair will be held at Ida Grove, September 13, 16 and 17. The Harrison county fair will be held at Missouri Valley, October 4, 5 and 6. In Keokuk canning works have 150,000 cans ready to fill and more a making. In digging a well near Battle Creek strong indications of coal were found. A distillery will probably soon be erected between Mount Pleasant and New London. The wool clip of Monona county for 1881 is estimated at not far from 85,000 pounds. The contract for building a new court house at Oskaola has been let for \$75,000. Spirit Lake has voted a 5 per cent tax for the Des Moines & Northwestern railroad. The new Presbyterian church at Fort Dodge, now building, will cost about \$17,000. The assessed value of the real and personal property in Lincoln county is almost \$10,000,000. The Eastern Iowa Veteran association holds its annual reunion at Maquoketa October 5 and 6. The general reports: Wheat light, but corn, oats, flax, barley and the rest, all that could be asked. Glenwood is to have two new hotels, one of \$10,000, and a fine new brick bank building. Red Oak is to have a barbed wire factory—if the monopolists who control that business will allow it. The Cherokee County Normal institute will convene at Cherokee August 22, and remain in session two weeks. A strange looking worm, supposed to be the regular army varmint, has attacked the wheat fields near Mapleton. If the autumn is late this year the C. M. & St. P. extension to Council Bluffs may be through before snow flies. Farmers in the vicinity of Ottumwa are offering as high as three dollars a day for harvest hands; and they are scarce at that price. Work on the Fairfield extension of the Fort Madison and Northwestern narrow gauge road to Fairfield will soon be commenced. The farmers of Grinnell and vicinity have organized a farmers' protective association to combat the barb wire and other monopolies. Tipton feels quite sure now of the Southwestern railroad since a lot of plows and scrapers fit for that work has been brought to that place. A delegation of thirty from St. Louis arrived at Spirit Lake the other day, and all the pleasure resorts up there are filled to overflowing. N. C. Frederickson not long since bought 30,000 acres of Chicago, Milwaukee & St. Paul railroad lands, and has already disposed of 19,000 acres, all sold to actual settlers. The new directory of Des Moines shows a population in the city of 25,395, an increase over the United States census of 2,967. There are fourteen hundred new names. All members of the Iowa First are requested to meet at the court house in Muscatine, at 2:30 o'clock p. m., of the 10th of August next, which day will be the 20th anniversary of the battle of Wilson's Creek. The Union district fair will be held at West Liberty on August 31st and September 1st and 2d. Among the premiums are eighty special offered by citizens, in the children's department. The young ladies employed in a Cedar Rapids overalls factory struck for higher wages on Monday and held out until the next day, when their demands were granted and they returned to their labor. A prospect shaft five feet square is being sunk in search of coal on the line of the C. B. & Q., two miles from Knoxville. It has now run down sixty feet, through two veins of coal, and a rich lead is expected at the depth of ninety feet. Dr. J. Donnelly, of Tipton, is about to commence an action against A. Swartzlander, for alienating his wife from him, and depriving him of his company, affection and support; and he thinks about \$20,000 of Swartzlander's money would be a nice sale to his wounded heart. A Muscatine man gathered 3,000 quarts of red raspberries, or one and one-eighth acres this season, and at 2,000 quarts to the acre. The cost of gathering and marketing was 2 cents, and the average wholesale price obtained was 11 cents per quart. Five men called at the Dubuque jail on Monday afternoon and went to see Clark, the murderer of Hazeltine, the circus man. They were refused admittance and went away, and now the suspicion is that they were friends of the murdered man seeking revenge on his slayer. Mrs. M. J. Haagen, a resident of Iowa since 1855, and of Burlington since 1861, died at the latter place on Monday. She at one time held the chair of English Literature in Wesleyan University, at Mount Pleasant, and was for many years a teacher in the public schools of Burlington. Nearly two thousand patents of Des Moines river lands still await claiming by the various owners, and that number of tracts, many of them purchased twenty-five years ago. Owners of lands along the Des Moines valley, whose first evidence of title is only a certain number of acres registered of the state land office and obtain the patent or government deed therefor. The newest railroad project in Iowa is styled the St. Louis, Newton and Northwestern, and is to run from Mount Pleasant, the terminus of the completed project, via Newton, Nevada and Fort Dodge to Dakota territory, and possibly to a connection with the Northern Pacific. The rails for 100 miles of the proposed extension have been purchased and delivered.

Blaine's Foreign Policy. Secretary Blaine's foreign policy is to be "vigorous" in no particular more than in respect of the complaints of German-American citizens, who are tormented by the German government, upon their return to the fatherland, into the army, or, in lieu thereof, into jail. These cases occur oftener than is generally supposed. Under the last administration they were not settled with that rapidity which could have been desired. Many of them were not settled at all, and they accumulated constantly. To-day there are some fifty cases of this sort in the hands of our Legation at Berlin. They are comparatively simple in their origin, but become very complex in their settlement. A German comes to the United States, becomes a naturalized citizen,

A PERILOUS RIDE.

The ride of the two consulting physicians to Washington must go into history as one of the most remarkable on record. Dr. Frank H. Hamilton received the dispatch summoning him to Washington at his home, 43 West Thirty-second street, New York, yesterday. It took him only ten minutes to prepare for the journey. He left the house at about two o'clock, with the remark that he did not know when the next train would start, but that he would get a carriage and go to the ferry so that he would be ready to take it. The dispatch, which was brief, he took with him. He hastened in a carriage to the Desbrosses street ferry, where he learned that the first train for Washington was over the Pennsylvania railroad at 3:40 o'clock. It would arrive in Washington at 10:20 o'clock p. m. Some time was spent in inquiries as to the departure of trains on other roads. Then he crossed the ferry and entered the Jersey City passenger waiting room, where he was recognized while he was making inquiries at the palace car window. Superintendent Jackson, who was in his office in another part of the depot, was sent for. A very brief time sufficed to make him aware of the situation. He hurried away from Dr. Hamilton, and seven minutes later the latter was rushing out of the depot on a special train. It was about 3:10 o'clock p. m. when the depot master and the train dispatchers received notice to be spry. Engine 915, one of the best of the ordinary engines, with a five-foot driving wheel, was sent to a new Eastlake coach, and at 3:20 it was run out of the depot. The new Eastlake coaches are chiefly remarkable for their high ceilings, their low and comfortable seats and for the elegance of the panelings of light, unstained maple and ash. Each panel is carved after an original design. They run very smoothly. The freight trains were all out on the way, one after another on side tracks, in time to allow the special to roar past them without slackening speed, but two passenger trains delayed the doctor fifteen minutes. He arrived at Philadelphia at 5 o'clock, a distance of 99 miles in 100 minutes. The engineer was A. Vandergrieff, and the conductor was H. W. Heady. At Philadelphia a stop of but a few minutes was made, in which to change engine and allow Dr. Agnew to get on the cars. From Philadelphia to Wilmington, with a stop at Chester and other places, the run was made in 27 minutes, the distance being 26 miles. A dispatch had been sent to Wilmington for a brakeman, and a man named Humphreys was detailed to "make the train." At 5:27 the special came dashing through the city at the rate of at least eighteen miles an hour, and the interdict brakeman stood near the track. He made a desperate grab for the rear platform, and at the risk of his life succeeded in gaining a hand and foothold. The car steps were protected by a wire railing, and he was carried a considerable distance clinging on to this before the conductor came back and unlocked the gate. The train arrived at Washington at 7:50 p. m.—an average run from New York of almost fifty miles an hour, and from Philadelphia of over fifty-five miles an hour. This is the fastest railroad time for the distance an considering the stops on record.

Fast Time Made by the Consulting Physicians to Washington.

Washington Special to Baltimore Gazette. The ride of the two consulting physicians to Washington must go into history as one of the most remarkable on record. Dr. Frank H. Hamilton received the dispatch summoning him to Washington at his home, 43 West Thirty-second street, New York, yesterday. It took him only ten minutes to prepare for the journey. He left the house at about two o'clock, with the remark that he did not know when the next train would start, but that he would get a carriage and go to the ferry so that he would be ready to take it. The dispatch, which was brief, he took with him. He hastened in a carriage to the Desbrosses street ferry, where he learned that the first train for Washington was over the Pennsylvania railroad at 3:40 o'clock. It would arrive in Washington at 10:20 o'clock p. m. Some time was spent in inquiries as to the departure of trains on other roads. Then he crossed the ferry and entered the Jersey City passenger waiting room, where he was recognized while he was making inquiries at the palace car window. Superintendent Jackson, who was in his office in another part of the depot, was sent for. A very brief time sufficed to make him aware of the situation. He hurried away from Dr. Hamilton, and seven minutes later the latter was rushing out of the depot on a special train. It was about 3:10 o'clock p. m. when the depot master and the train dispatchers received notice to be spry. Engine 915, one of the best of the ordinary engines, with a five-foot driving wheel, was sent to a new Eastlake coach, and at 3:20 it was run out of the depot. The new Eastlake coaches are chiefly remarkable for their high ceilings, their low and comfortable seats and for the elegance of the panelings of light, unstained maple and ash. Each panel is carved after an original design. They run very smoothly. The freight trains were all out on the way, one after another on side tracks, in time to allow the special to roar past them without slackening speed, but two passenger trains delayed the doctor fifteen minutes. He arrived at Philadelphia at 5 o'clock, a distance of 99 miles in 100 minutes. The engineer was A. Vandergrieff, and the conductor was H. W. Heady. At Philadelphia a stop of but a few minutes was made, in which to change engine and allow Dr. Agnew to get on the cars. From Philadelphia to Wilmington, with a stop at Chester and other places, the run was made in 27 minutes, the distance being 26 miles. A dispatch had been sent to Wilmington for a brakeman, and a man named Humphreys was detailed to "make the train." At 5:27 the special came dashing through the city at the rate of at least eighteen miles an hour, and the interdict brakeman stood near the track. He made a desperate grab for the rear platform, and at the risk of his life succeeded in gaining a hand and foothold. The car steps were protected by a wire railing, and he was carried a considerable distance clinging on to this before the conductor came back and unlocked the gate. The train arrived at Washington at 7:50 p. m.—an average run from New York of almost fifty miles an hour, and from Philadelphia of over fifty-five miles an hour. This is the fastest railroad time for the distance an considering the stops on record.

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FOR SALE A beautiful residence lot on California between 22nd and 23rd streets, \$1000. BOGGS & HILL. FOR SALE Very nice house and lot on 9th and Webster streets, with barn, coal house, well, cistern, shade and fruit trees, everything complete. Will sell a piece of property, figures low. BOGGS & HILL. FOR SALE Splendid business lots S. E. corner of 19th and Capital Avenue. BOGGS & HILL. FOR SALE House and lot corner Chicago and 21st streets, \$3000. BOGGS & HILL. FOR SALE Large house on Davenport street between 11th and 12th street, for boarding house. Owner will sell low. BOGGS & HILL. FOR SALE Two new houses on full lot in Kountze & Ruth's addition. This property will be sold very cheap. BOGGS & HILL. FOR SALE—A top phonon. Enquire of Jas. Stephenson. 994-1/2. FOR SALE Corner of two choice lots in Shion's addition, request to at once submit best offer. BOGGS & HILL. FOR SALE A good desirable residence property, \$3000. BOGGS & HILL. A FINE RESIDENCE—Not in the market Over will sell cheap. BOGGS & HILL. FOR SALE 4 good lots, Shinn's 3d ad dition \$150 each. BOGGS & HILL. FOR SALE A very fine residence lot, a fine house, \$2,500. BOGGS & HILL. FOR SALE About 200 lots in Kountze & Ruth's addition, \$450 to \$800. These lots are near business, surrounded by fine improved lots and are 40 per cent cheaper than any other lots in the market. Save money by buying these lots. BOGGS & HILL. FOR SALE 100 lots, suitable for fine real estate, with running water, houses, poultry, rolling prairie, only 3 miles from railroad, \$10 per acre. BOGGS & HILL. FOR SALE 400 acres in one tract twice as large as the market, \$10 per acre, with fine water, good soil, and a fine rolling prairie. The land is all first-class rich prairie. Price \$10 per acre. BOGGS & HILL. FOR SALE 730 acres in one body, 7 miles from west of Fremont, is all level land, producing every growth of grain, in high valley, rich soil and 3 miles from railroad on side track, in good settlement and no better land can be found. BOGGS & HILL. FOR SALE A highly improved farm of five improvements on this land, owner not a practical farmer, determined to sell. A good opening for some man of means. BOGGS & HILL. FOR SALE 2,000 acres of land near Mill-lan Station, 3,500 near Elk-horn, \$5 to \$10; 4,000 acres in north part of county, \$5 to \$10; 5,000 acres 2 to 3 miles from Florence, \$5 to \$10; 5,000 acres west of the Elk-horn, \$4 to \$10; 10,000 acres scattered through the county, \$5 to \$10. The above lands lie near and adjoin nearly every farm in the county, and can readily be sold on small cash payment, with the balance in 1, 2, 3, 4 and 5 year's time. BOGGS & HILL. FOR SALE Several nice residences prop and not known to the market as being for sale. Locations will only be made known to purchasers "insanitary business." BOGGS & HILL. IMPROVED FARMS We have for improved farms around Omaha, and in all parts of Douglas, Sarry and Washington counties. Also farms in Iowa. For description and prices call on us. BOGGS & HILL. 10 Business Lots for Sale on Farnham and Douglas streets, from \$5,000 to \$5,000. BOGGS & HILL. EFOR SALE 5 business lots next west side of 15th street, \$2,000 each. BOGGS & HILL. FOR SALE 3 business lots west of 14th and Farnham streets, \$2,500 each. BOGGS & HILL. FOR SALE 2 business lots south of 14th and Farnham streets, \$2,500 each. BOGGS & HILL. FOR SALE 150 acres, covered with young timber; living water, surrounded by improved farms, and 1/2 mile from city. Cheapest land on hand. BOGGS & HILL.